



National Transportation Safety Board Aviation Accident Data Summary

Location:	ANCHORAGE, AK	Accident Number:	DCA84AA013B
Date & Time:	12/23/1983, 1406 YST	Registration:	N35206
Aircraft:	PIPER PA-31-350	Injuries:	3 Minor, 6 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

A PIPER PA-31, N35206, (SOUTH CENTRAL AIR FLT 59) WAS CLEARED TO TAXI TO RWY 6L. THE WX AT THAT TIME WAS FOGGY WITH ABOUT 1/8 MI VISIBILITY, BUT THE RVR WAS IMPROVING & THE ARPT WAS EXPECTED SOON TO BE ACCEPTABLE FOR TAKEOFFS. THE PA-31 CREW TAXIED & WAITED IN THE HOLDING AREA FOR THE VISIBILITY TO IMPROVE. A DOUGLAS DC-10, H7339, KOREAN AIR LINES FLT 084, WAS CLEARED TO RWY 32; HOWEVER, WHILE TAXIING IN THE FOG, THE DC-10 CREW INADVERTENTLY TAXIED TO RWY 6L/24R. TOWER PSNL WERE UNABLE TO SEE THE ACFT IN THE FOG & WERE UNAWARE OF THE DC-10'S POSITION. THE DC-10 WAS CLEARED TO TAKE-OFF ON RWY 32 & THE PA-31 WAS CLEARED TO HOLD ON RWY 6L. THE DC-10 CREW TAXIED ON RWY 24R & BEGAN TAKING OFF TOWARD THE PA-31 WITH 2400 FT OF RWY REMAINING. ITS ESTIMATED TAKEOFF DISTANCE WAS 8150 FT. SUBSEQUENTLY, THE DC-10 COLLIDED WITH THE PA-31, CONTINUED OFF THE RWY & HIT STANCHION LIGHTS, SMALL TREES & ROUGH TERRAIN. AN INVESTIGATION REVEALED THE DC-10 PLT DID NOT CONFIRM HIS POSITION BY USING HIS COMPASS & THAT THERE WAS A LACK OF LEGIBLE TWY & RWY SIGNS.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: STANDING - ENGINE(S) OPERATING

Findings

1. (F) WEATHER CONDITION - FOG
2. (F) BECAME LOST/DISORIENTED - INADVERTENT - PILOT OF OTHER AIRCRAFT
3. (C) VISUAL/AURAL PERCEPTION - PILOT OF OTHER AIRCRAFT
4. (F) AIRPORT FACILITIES, TAXIWAY MARKING - INADEQUATE
5. (F) AIRPORT FACILITIES, RUNWAY MARKING - INADEQUATE
6. (C) WRONG RUNWAY - INADVERTENT USE - PILOT OF OTHER AIRCRAFT
7. HEADING INDICATOR - NOT USED - PILOT OF OTHER AIRCRAFT
8. (F) OBJECT - AIRCRAFT MOVING ON GROUND

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	33
Airplane Rating(s):	Multi-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
Flight Time:	5115 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N35206
Model/Series:	PA-31-350 PA-31-350	Engines:	2 Reciprocating
Operator:	SOUTH CENTRAL AIR, INC.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	Commuter Air Carrier (135)	Engine Model/Series:	TIO-540-J
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ANC, 0 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Obscured / 0 ft agl	Wind Speed/Gusts, Direction:	/ , Variable
Temperature:	-9° C	Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:	Destination: KENAI, AK (ENA)		

Airport Information

Airport:	ANCHORAGE INT'L. (ANC)	Runway Surface Type:	Asphalt
Runway Used:	24R	Runway Surface Condition:	Ice; Snow--compacted
Runway Length/Width:	10600 ft / 200 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Minor, 5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	G. T MCCARTHY	Adopted Date:
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .	

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.